



GREAT STREETS FRAMEWORK PLAN



Government of District of Columbia
Anthony A. Williams, Mayor

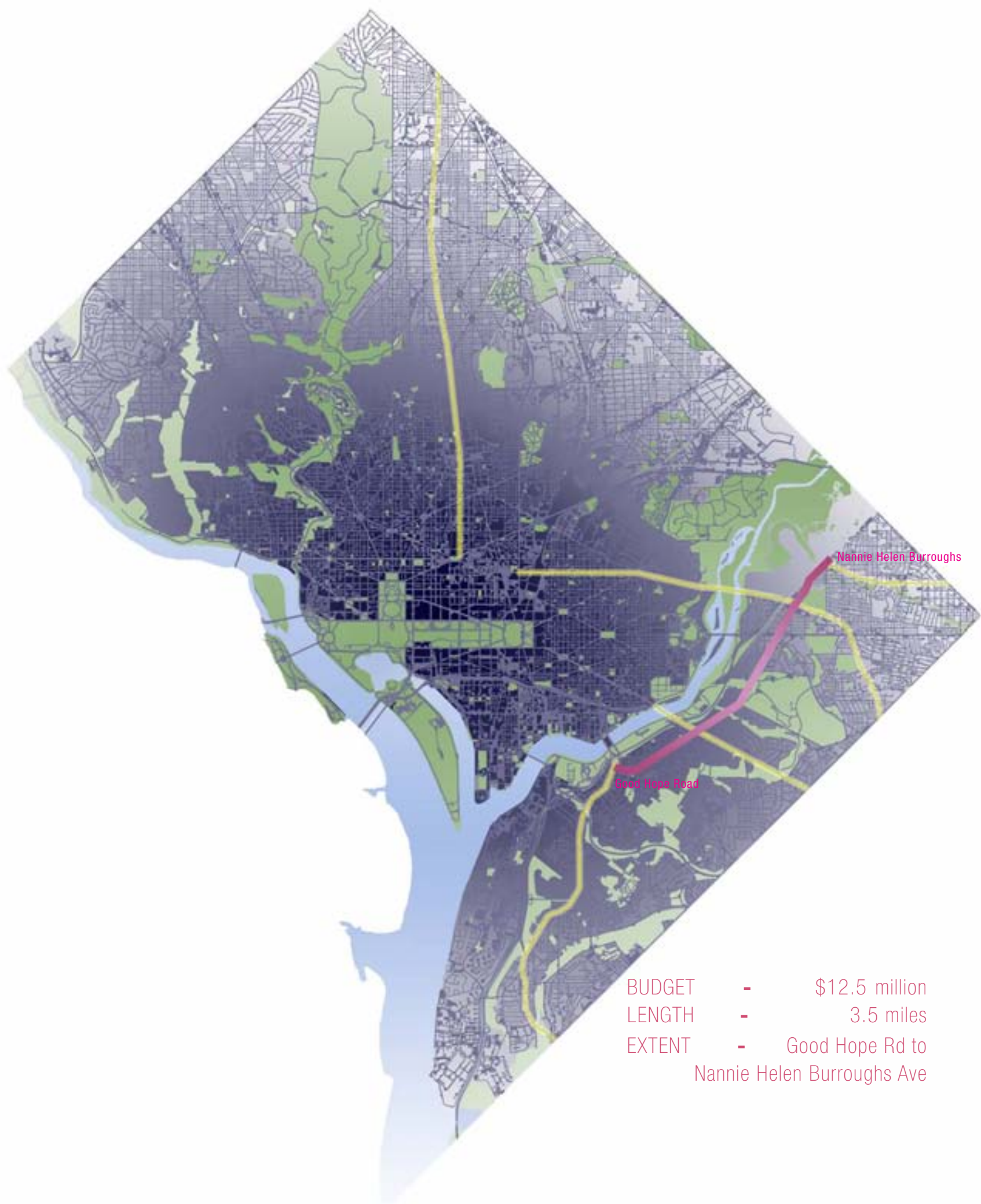


District Department of Transportation
Michelle Pourciau, Director

MINNESOTA AVENUE SE



THE GREAT STREETS PROGRAM INVOLVED THE PUBLIC AND COMMUNITY MEMBERS IN A VARIETY OF PROJECT TASKS, SUCH AS ANALYSIS, DISCUSSION, WORKSHOPS, IDEA PROCESSING, BUDGETING, AND DESIGN RECOMMENDATIONS.



Minnesota Avenue SE

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Great Streets is a multi-agency program that strategically uses public investments to improve local quality of life and to attract private investment to communities. The corridors that are identified as the first phase of the Great Streets Program are not only vital to the community development of local neighborhoods, but are also key to enhancing the District's diversity and prosperity.

Program Goals

1. Improve the quality of life in neighborhoods along the corridors, including public safety, physical appearance, and personal opportunity;
2. Support local demand for goods and services through economic development;
3. Expand mobility choices and improve safety and efficiency of all modes of travel; and
4. Attract private investment through the demonstration of a public commitment to Great Streets communities.

PRINCIPLES



ENERGIZE
Strengthen businesses and other local services



REFRESH
Integrate nature and create valuable open spaces



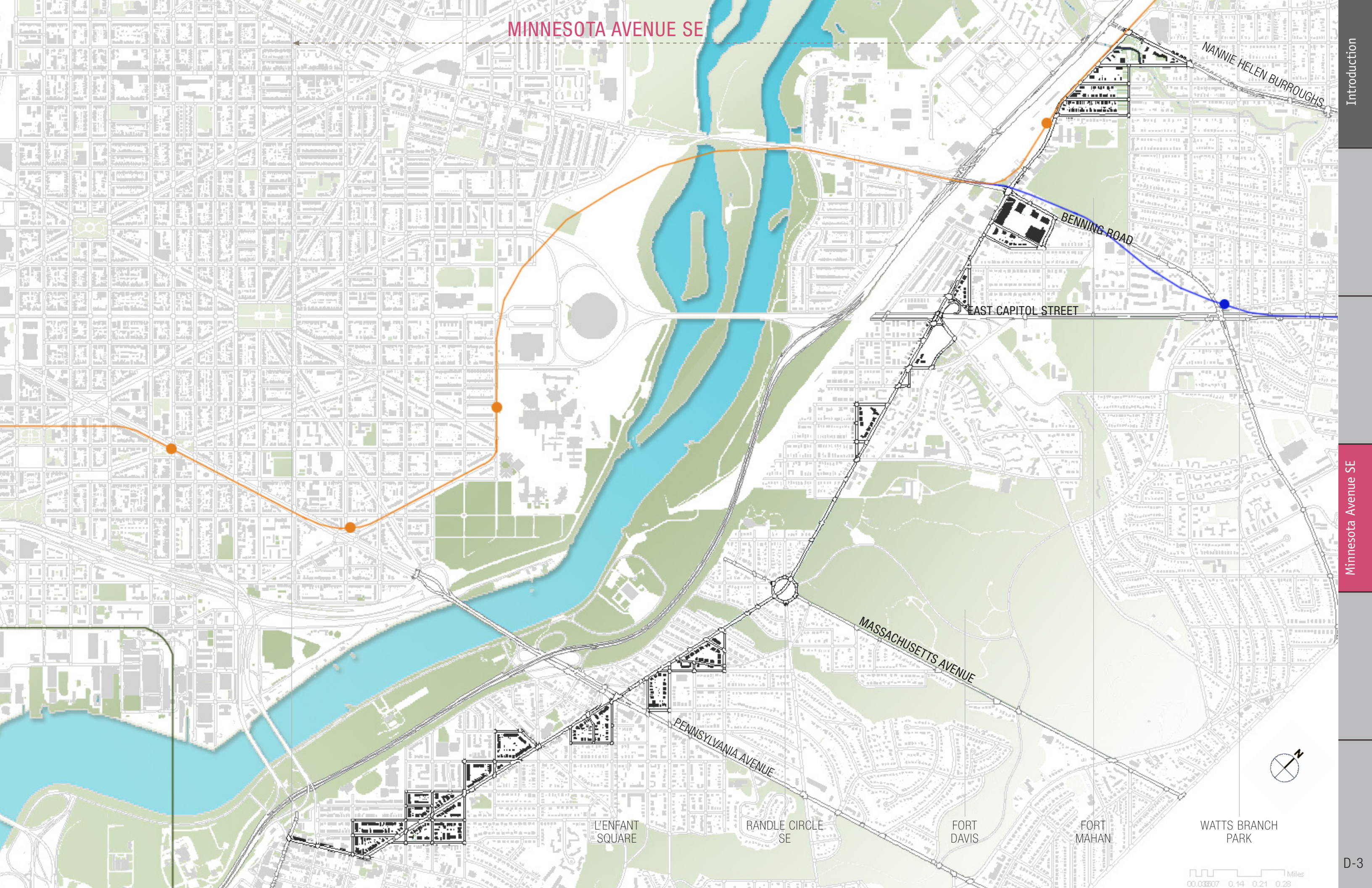
MOVE
Choices in how to travel



DISTINGUISH
Safe, vibrant places that reflect local character



CARE
Increase community ownership and participation



MINNESOTA AVENUE SE

NANNIE HELEN BURROUGHS

BENNING ROAD

EAST CAPITOL STREET

MASSACHUSETTS AVENUE

PENNSYLVANIA AVENUE

L'ENFANT SQUARE

RANDLE CIRCLE SE

FORT DAVIS

FORT MAHAN

WATTS BRANCH PARK

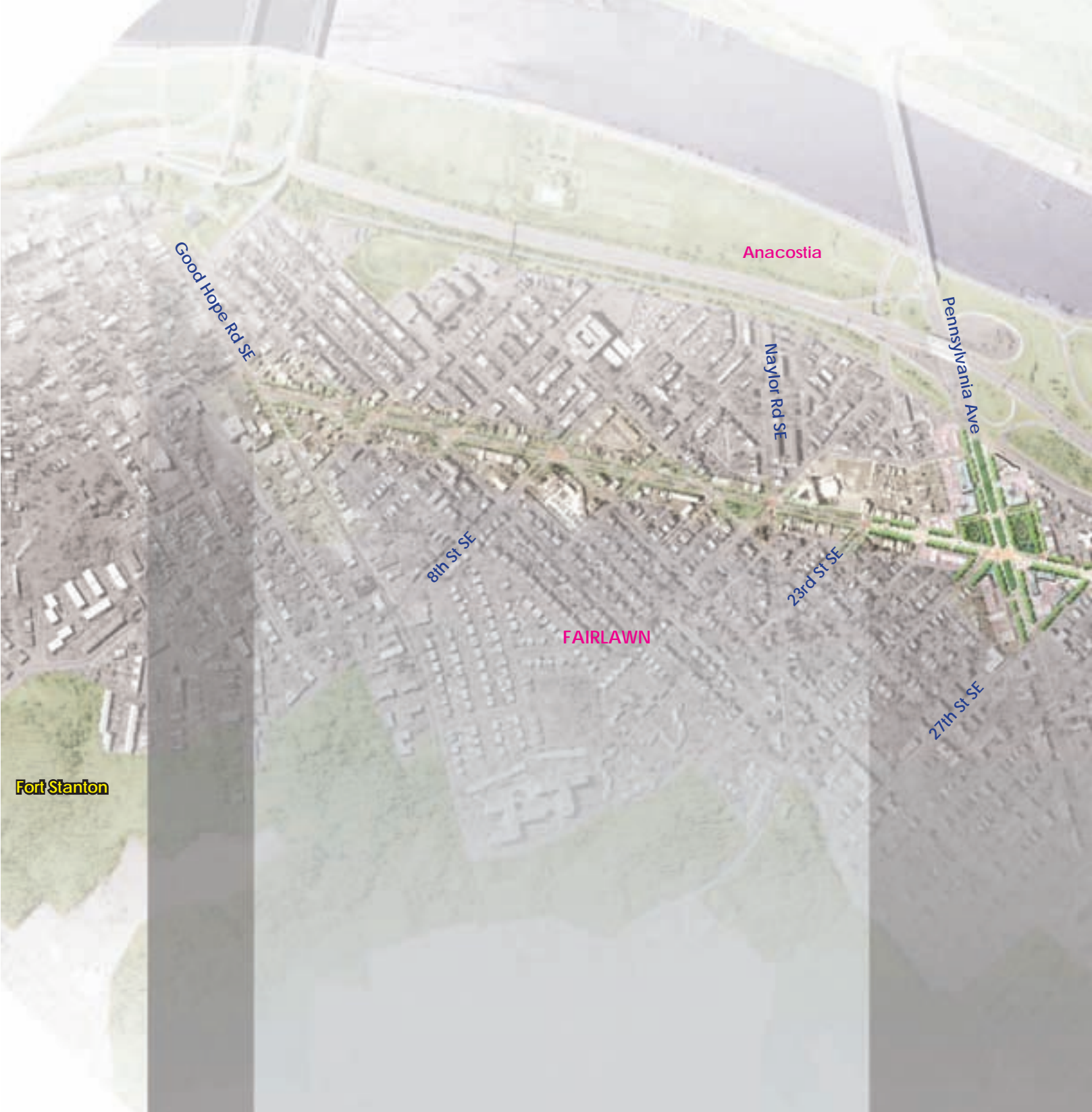
A FRAMEWORK FOR CHANGE

Minnesota Avenue is an important residential street that will connect several East-of-the-River neighborhoods through a well-built pedestrian environment and high quality transit service. The experience of traveling along the street is defined by a green, well-articulated street edge. This corridor intersects three Great Streets – Pennsylvania Avenue SE, Benning Road NE, and Nannie Helen Burroughs Avenue NE. In addition, the corridor meets Massachusetts Avenue and East Capitol Street, two important streets that serve as extensions of the L’Enfant Plan for Washington, D.C.

Through these five prominent intersections, Minnesota Avenue will offer access to a variety of public spaces and neighborhood resources. To the South, it offers access to the Historic Anacostia District via Good Hope Road. L’Enfant Square, at the Pennsylvania Avenue

intersection, will be a plaza that serves as a major gathering space and retail node for the surrounding communities. Randle Circle and Fort Dupont Park will provide access to the parklands, and the proposed extension of Massachusetts Avenue as a pedestrian bridge across the Anacostia River will offer additional connectivity across the river. Between East Capitol Street and Benning Road, Minnesota Avenue will offer access to quality retail amenities.

After pedestrian-oriented connections across the river as proposed by the Anacostia Waterfront Initiative Framework Plan, are established and enhanced transit service is brought to it, Minnesota Avenue will serve as a high quality connector that allows a diverse group of people access to the varied public spaces that fall along the avenue.



VISION

Minnesota Avenue is a green, beautiful, residential street running parallel to the Anacostia River, with compact nodes of reatil activity at major intersections. The corridor links riverfront neighborhoods and celebrates its access to waterfront and parkland.

Good Hope Rd	Fairlawn Gateway Area	L’Enfant Square
Neighborhood		Destination
(1,255 Feet)	Good Hope Road to Pennsylvania Avenue SE (3,800 Feet)	Penn. Ave to 27th St SE (1,400 Ft)
General Enhancements	General Enhancements	Major Reconstruction
	<ul style="list-style-type: none">• Brick sidewalks from Good Hope Road to Naylor Road• New lights	



N

Neighborhood Retail	Parkland Gateway
Nelson Pl to M St SE (300 Ft)	Randle Circle (385 Ft)
General Enhancements <ul style="list-style-type: none">• Public art• Signage- street-sign attachments• Enhanced landscape treatment	General Enhancements <ul style="list-style-type: none">• Public art• Enhanced landscape treatment• Buff color concrete sidewalks

Minnesota-Benning Segment			
Neighborhood		Destination	
East Capitol Road to Benning Road NE (3,000 Feet)		Extents/ Length	
General Enhancements		Major Reconstruction	General Enhancements
		Level of Improvements	
		<ul style="list-style-type: none">• Bury utility poles• Curb/gutter re-alignment• Buff color concrete sidewalks• Unit paver furnishing zone	

HISTORY AND CONTEXT

Existing Context

Primarily a residential street, Minnesota Avenue intersects several important streets that offer access across the Anacostia River. Many of these streets carry high volumes of vehicular traffic. This has severely impacted the quality of the avenue at these important intersections. Since the street runs parallel to the river and passes through several neighborhoods, it has the potential to serve as an important link between neighborhoods, to the varied intersections at river crossings, and to the parklands that fall along it.

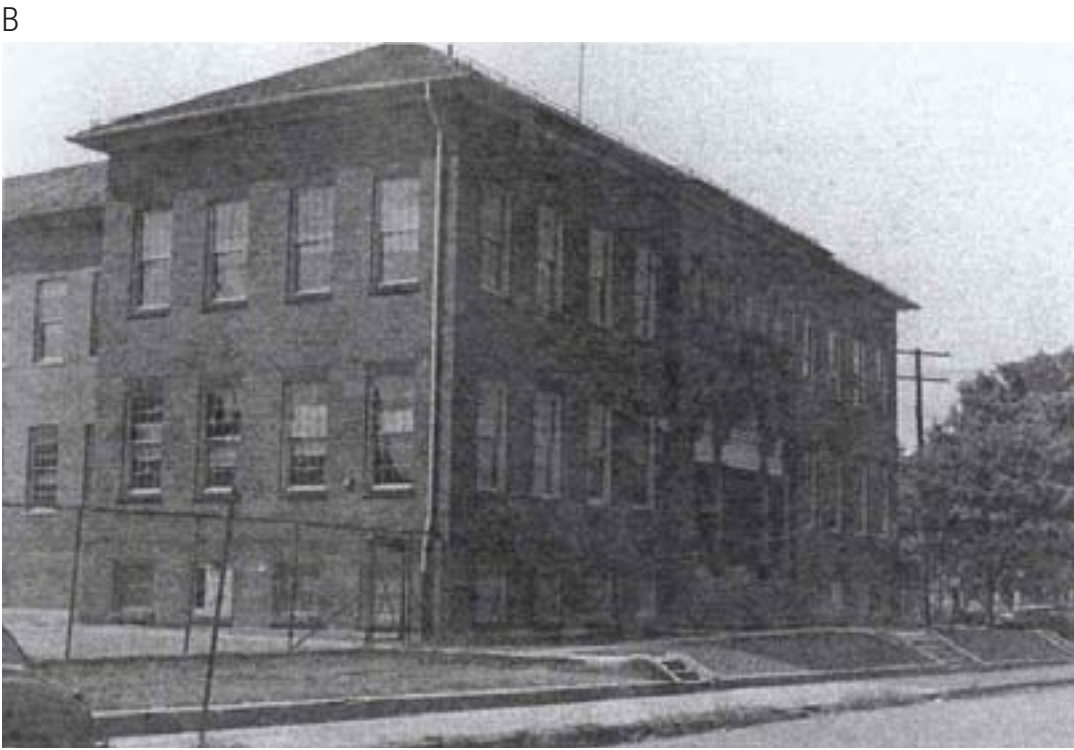
The Historic Anacostia District, L'Enfant Square, Randle Circle, Fort Dupont Park, East Capitol Street, and Benning Road are just some of the public gathering places and amenities that the avenue links.

Figure A: Minnesota Avenue, SE, south of Pennsylvania Avenue, August 6, 1949

Figure B: Orr School, once called White Elementary, August 6, 1949

Figure C: Fort Dupont Park

Figure D: Twining Park



EXISTING TRANSPORTATION ASSESSMENT

Minnesota Avenue, serves as the north-south connector road for Anacostia, linking to major cross routes into the District. The corridor is dominated by residential neighborhoods surrounding the retail oriented businesses that front Minnesota Avenue, with the highest concentration of retail activity between Benning Road-East Capitol Street and Massachusetts Avenue-Pennsylvania Avenue. Locations identified by the land use index as having the greatest interaction between households and employment include the length of Minnesota Avenue between Benning Road and East Capitol Street, and the entire length between Massachusetts Avenue and Good Hope Road, and specifically the area between Minnesota Avenue and the Anacostia Waterfront.

Peak congestion is extreme along the entire length of the corridor, with the worst travel conditions between Massachusetts Avenue and Nannie Helen Burroughs Avenue. Daily traffic volumes range from 13,000 to 25,000 vehicels per day. Minnesota Avenue is serving as a connector route for commuters. Traffic conditions worsen when approaching major crossing routes into the District. Off-peak traffic conditions are good with only moderate congestion approaching Benning Road. Off-peak travel destinations are highest for the section of Minnesota Avenue between Pennsylvania Avenue and Good Hope Road. Transit trips along the corridor comprise 15-25% of all travel made along the entire length of the corridor with slightly higher percentages south of Pennsylvania Avenue. Bus service is dictated by the flow of vehicular traffic. Major bus movement issues are present at Good Hope Road where turning space is limited, and buses often block several lanes to make a movement.

Bicycle activity on Minnesota Avenue is minimal, with information indicating that less than 5% of residents use bicycles to travel to work. Pedestrian movements are made with very little observation of designated crossing locations. The proximity of schools and the Minnesota Avenue Metro create considerable safety issues. A review of high accident locations during 2002-2004 identified four intersections that have over 10 accidents per year. These cross-streets to Minnesota Avenue include Pennsylvania Avenue (42 per year), Nannie Helen Burroughs Avenue (18), Randle Circle (10), and Nelson Place (10). Parking along Minnesota Avenue is permitted throughout the day from Good Hope Road to Massachusetts Avenue with somewhat more limited parking north of Massachusetts Avenue to Nannie Helen Burroughs Avenue. No peak period restrictions are in place.

Figure A: Existing Transportation Infrastructure Map

LEGEND

- Bike Lanes
- Metro Entry Point
- Bus Stops within 5 Minutes Walking Distance
- DC Zoning - Commercial
- Open Space



A

OTHER INITIATIVES AND MARKET POTENTIALS

Summary of Planning/ Urban Design Study Recommendations

DDOT has put forth several initiatives and plans for the Minnesota Avenue SE Corridor, which include the Middle Anacostia River Crossings Transportation Study and the Anacostia Transit Area Plan.

These plans and studies will enable the corridor to support better, stronger, and larger retail and to attract new residents and users into the area.

- Strengthen the corridor with public squares and civic areas
- Offer high quality multi-transit facilities
- Improve pedestrian safety
- Provide aesthetic improvements
- Implement the Bicycle Master plan
- Consolidate green space at L'Enfant Square to create a public plaza-like space
- Restore Minnesota Avenue as a 2-way street to reduce traffic congestion and allow for a safer transit environment
- Attract tourism and economic investment
- Develop high quality housing with river views
- Implement pedestrian and bike trails
- Involve the community with developing and maintaining the corridor

The Minnesota Avenue Corridor is primarily a residential corridor with a mix of multifamily and single-family development with the exception of the northernmost section of the corridor which now functions as a retail core. The corridor offers access to amenities such as Fort Dupont Park and the Minnesota Avenue Metrorail Station, and a short drive to employment cores around Capitol Hill and Union Station. The current retail experience is relatively limited, although the location is clearly appropriate for a more significant commercial core serving the surrounding neighborhoods. The household incomes in the surrounding neighborhoods are generally constrained. The household incomes around Fort Dupont Park are relatively higher, and there have been some recent reinvestments in older multifamily properties that are evident of the demand for higher quality housing.

Figure A: Middle Anacostia River Crossings Transportation Study

Figure B: Near-Term Improvements - Middle Anacostia River Crossings Transportation Study

Figure C: Mid-Term Improvements - Middle Anacostia River Crossings Transportation Study

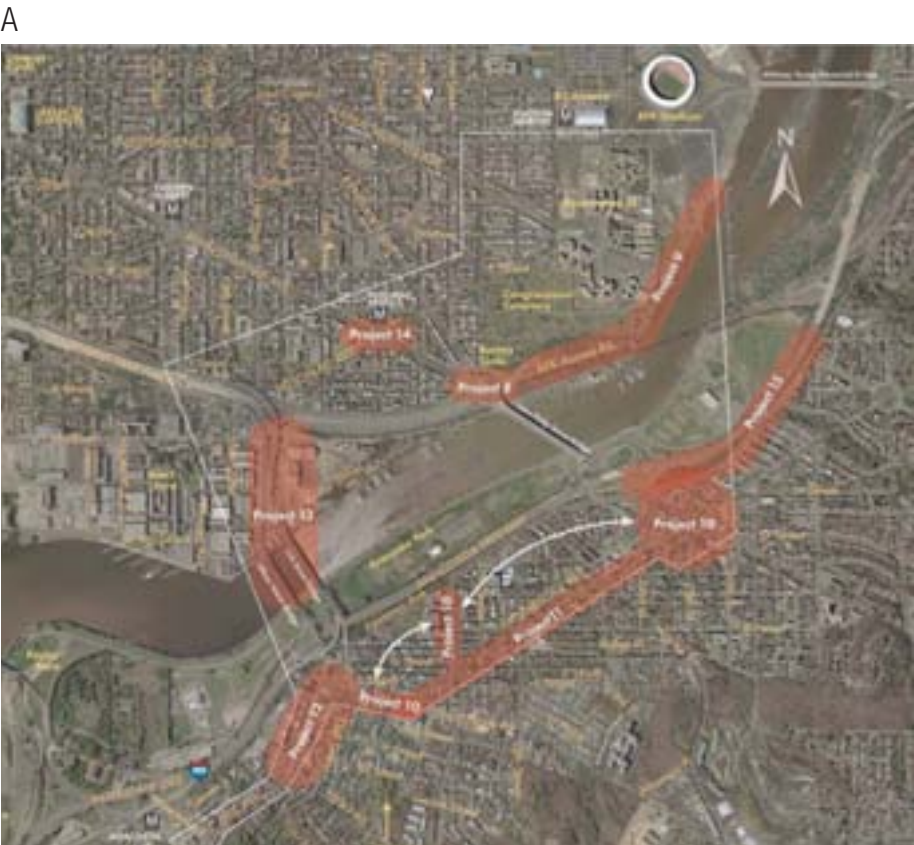


Figure A: Area of Potential Market Growth

There is a market opportunity to improve the overall quality of the retail experience and to develop an office presence in the corridor and, over time, to develop a higher-density, mixed-use core serving the broader northern Anacostia market area. There will also be a strong opportunity to continue the market trend of redeveloping or rehabilitating older multifamily properties outside of the core. The market will generally support garden and mid-rise development in the area with higher densities eventually achievable closer to the mixed-use core. While much of the new housing will likely provide for a mixture of incomes, the corridor

will have the ability to market new residential units at market prices due to convenient amenities such as the park and Metro, the existing presence of stable, more affluent neighborhoods along the corridor, and most critically, the ability to offer a price alternative to more expensive established neighborhoods in the District of Columbia. A significant share of the housing demand will originate from local households seeking housing upgrades, in addition to households moving in from Prince George’s County and from across the river in search of a more affordable housing option.

Areas of Investment

Minnesota-Benning Intersection: This area will focus around the intersection of Minnesota Avenue and Benning Road but will also include significant development immediately to the north and south of this intersection. Over time, the core will develop as a mixed-use core with significant expansion and upgrade of the existing retail experience, new office development, new construction, redevelopment, and rehabilitation of surrounding multifamily properties. Notable investments already planned for the area include the large mixed-use project at Parkside; a large site just northwest of the Minnesota-Benning intersection that is planned to hold as much as 1,500 residential units, 500,000 square feet of office space, and 30,000 square feet of retail; the Minnesota Benning Government Building - a 350,000 square foot office building that will target District government tenants; and the 100 unit Eastgate Senior Homes.

East Capitol – Fort Dupont Park: There will be demand over time to redevelop or rehabilitate existing multifamily properties, leveraging the amenity of Fort Dupont Park and the emerging retail and office core to the north. This area will also support a small amount of local-serving retail.

Minnesota-Nash Intersection: While the southern end of this corridor is comprised of primarily single-family homes, there is a concentration of multifamily development at this intersection. Pressure to redevelop these multifamily properties is expected to be strong over time, due not only to access the park and the core to the north, but also proximity to the Pennsylvania Avenue Corridor to the south.



TRANSPORTATION RECOMMENDATIONS

Transportation recommendations have been developed for each corridor and are defined in three modal parts: pedestrian/bicycle, transit, and vehicular. Prior to implementation of the Great Streets recommendations, a detailed operational analysis should be performed to determine what combination of travel lanes, signal coordination, transit signal prioritization, transit operations, parking, and pedestrian enhancements would optimize travel conditions on Minnesota Avenue.

Minnesota Avenue will continue to serve as a connector to major east-west routes into the District core. With an anticipated traffic growth rate of 2-3% per year for the next 30-years, peak period congestion issues will continue to expand along the corridor with the entire length from Pennsylvania Avenue to Nannie Helen Burroughs Avenue exhibiting unacceptable traffic flow.

Right-of-Way Configuration:

- Sections A through D below show the options for the Right-Of-Way configurations.
- In sections A and B, the improvements consist of one travel lane in each direction with a designated parking lane and bulb-outs adjacent to streetcar stops.
- Sections C and D consist of two travel lanes in each direction with streetcar stops located on the curb.
- The Pennsylvania Avenue SE Transportation Study completed in 2003 provided detail on recommended

Note: Further study recommended for ROW allocation

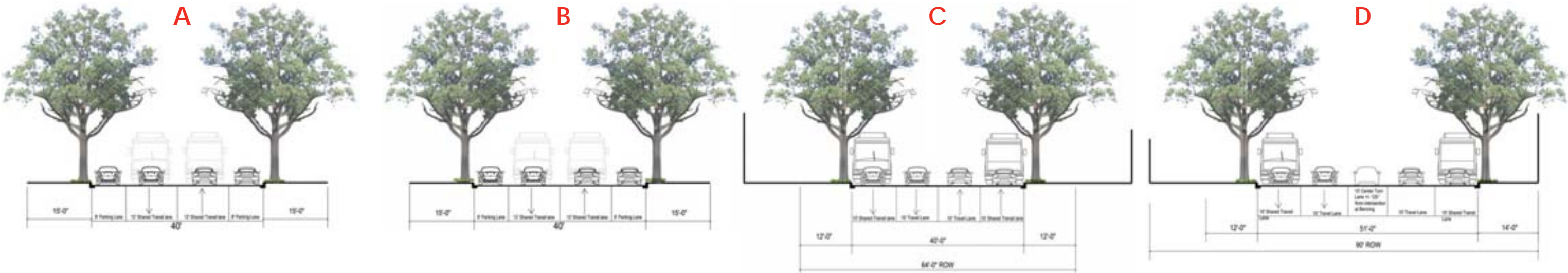


Figure A: Transportation Recommendation Map



roadway improvements for the corridor which included:

- Redesign intersections at L’Enfant Square and Minnesota Avenue.
- Redesign the northbound and southbound Minnesota Avenue Intersections at Pennsylvania Avenue to eliminate the current two intersection configuration.
- Remove the U-turn median cut on Pennsylvania Avenue east of Minnesota Avenue.
- Median improvements at Minnesota Avenue.

- The Benning Bridge widening project will redesign the Minnesota-Benning Intersection to accommodate the turning radius required by the streetcar.

Pedestrian Facilities:

- Pedestrian accommodations need to focus at the major transfer and interaction points along the corridor including:
 - Pennsylvania Avenue
 - East Capitol Street
 - Benning Road
 - Minnesota Avenue and the Minnesota Avenue Metro

Bicycle Facilities:

- Bicycle use on Minnesota Avenue is not recommended.

Transit Facilities:

- The WMATA Alternative Analysis indicated that there would be approximately 400 boardings along Minnesota Avenue for premium transit service.
- DDOT Mass Transit Authority is currently completing detailed streetcar forecasts that include streetcar

options for the length of Minnesota Avenue. This section is part of the larger streetcar alignment from South Capitol Street to the Minnesota Avenue Metro.

- The streetcar and bus activity into the Minnesota Avenue Metro is of primary importance to the Minnesota Avenue Corridor.

- Terminal-- Anacostia Metro; South Capital

Vehicle/Parking Facilities:

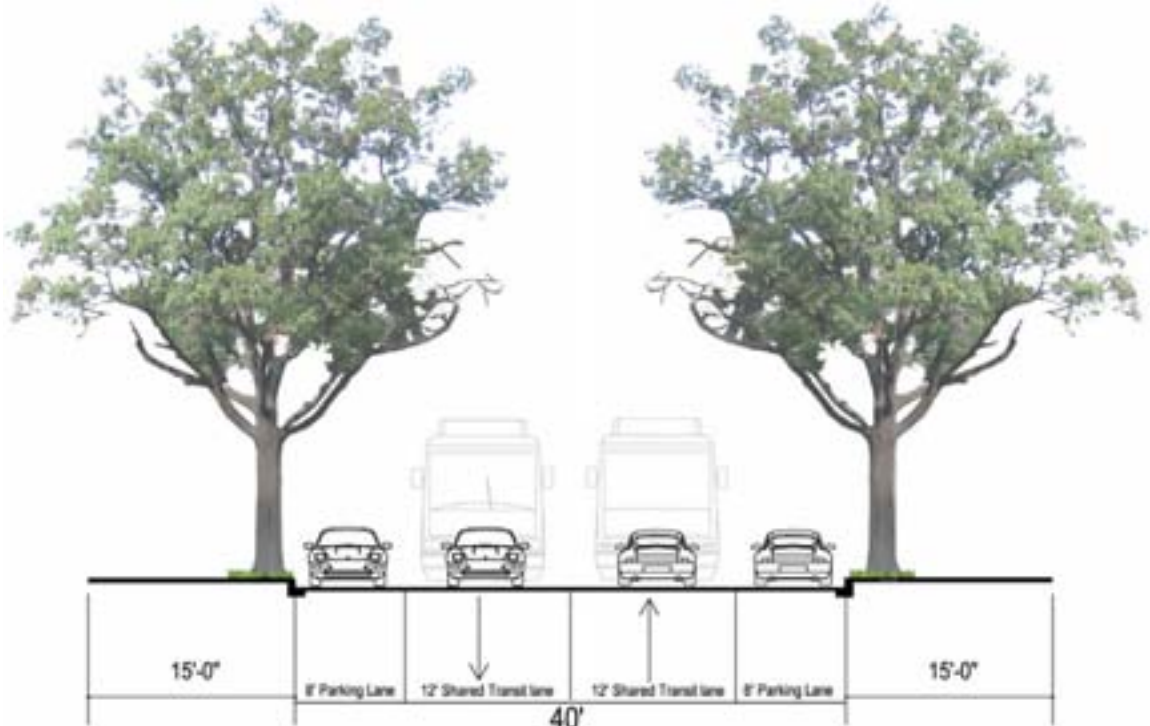
- Signal coordination and transit signal prioritization should be reviewed and implemented.
- Vehicular recommendations need to focus on moving vehicular and transit traffic in concurrent lanes.
- The intersection of Benning Road and Minnesota Avenue continues to exhibit the highest congestion levels as this location services high levels of vehicular and transit traffic. Improvements to this intersection should include accommodations for the Benning Bridge widening project.
 - Buses traveling southbound on Minnesota Avenue block the intersection during stops and while turning onto westbound Benning Road. Drivers frequently attempt to go around the bus by making a right turn onto Benning Road from the southbound central lane in front of the bus.
- The current I-295-Pennsylvania Avenue interchange design creates traffic and U-turn issues at the Minnesota Avenue intersection. The future interchange will enhance the redesigned intersection at Minnesota Avenue/ L’Enfant Square. Interchange improvements have been suggested in transportation studies listed in the previous section.
- Signal coordination and transit signal prioritization should be reviewed and implemented.

FAIRLAWN GATEWAY

Extent:
Good Hope Road to Pennsylvania Avenue

Simple, effective streetscape elements that create a pleasing, easy-to-use environment for pedestrians and transit riders will characterize this segment. Anchored by Historic Anacostia to the south and L'Enfant Square/ Twining Park to the north, this segment serves as a link between the two. From Good Hope Road to 16th Street SE, the sidewalks should be paved with brick to create a sense of transition to the Historic District.

At the Pennsylvania Avenue intersection, the avenue should run as a two-way street without the spurs that cut into L'Enfant Square today. The Square will be redesigned as two significant plazas that edge Pennsylvania Avenue. The smaller side streets, to the north and south, will connect to Minnesota Avenue and will offer a pedestrian-oriented environment with lighting, public art, and street furnishings that will augment the retail establishments along the avenue.



Note: Further study recommended for Right-of-Way allocation

Before (see below):
Minnesota Avenue SE and T Street SE

After (facing page):
Improved sidewalk facilities, crosswalks, generous planting strips and new streetlighting create a pleasing pedestrian environment along this residential segment of Minnesota Avenue.

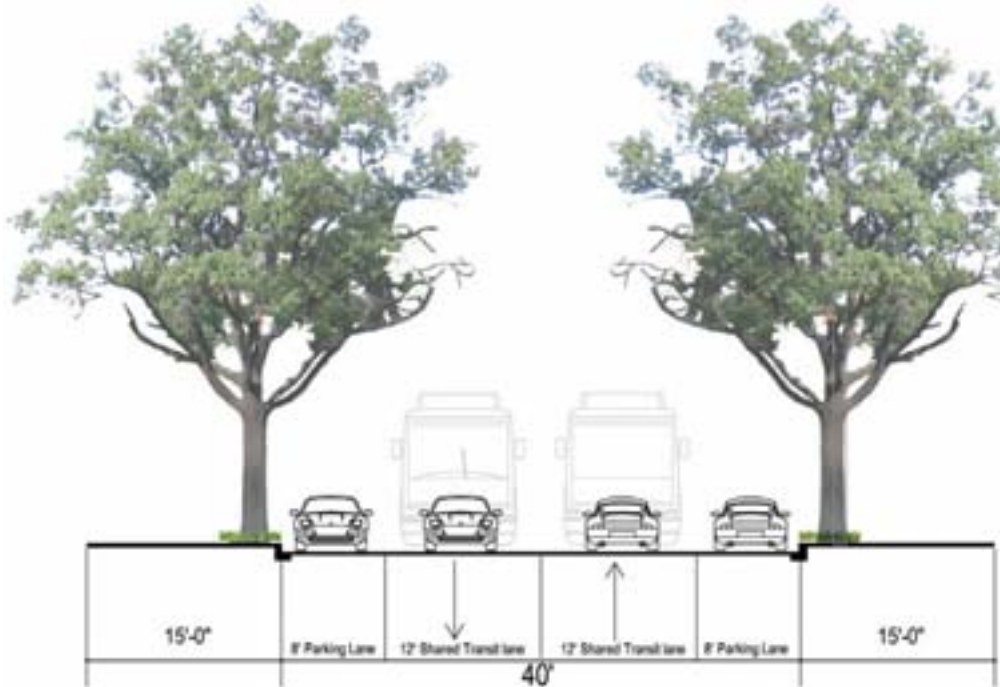




NEIGHBORHOOD RETAIL SEGMENT

Extent:
Nelson Place SE to M Street SE

The small retail segment along this street will be enhanced by public art, signage, and street furnishings such as benches. Streetlighting, a dense tree canopy, and unit pavers in the furnishing area will highlight this neighborhood's retail segment. The compact nature of this retail node is ideal for neighborhood services and retail that can take advantage of nearby park destinations. The node should be a highly pedestrian oriented place primarily accessed by walking trips from the adjacent community and parks.



Note: Further study recommended for Right-of-Way allocation

Before (see below):
Minnesota Avenue SE and Nelson Place SE

After (facing page):
Improved sidewalk furnishings, crosswalks, improved sidewalks, and new streetlighting enhance the character of this retail node.





After

PARKLAND GATEWAY SEGMENT

Extent:

Randle Circle

Located at the intersection of Massachusetts Avenue and Minnesota Avenue, Randle Circle will feature public art that announces the Fort Dupont Park.

A pedestrian bridge across the Anacostia River will connect it to neighborhoods to the west of the river and to the Waterfront Trail System. Streetlighting, well-finished concrete sidewalks, and way-finding signage will augment the public art features at this intersection.



Note: Further study recommended for Right-of-Way allocation

Before (see below):
Minnesota Avenue SE and Massachusetts Avenue SE

After (facing page):
Public art, signage, crosswalks, and new streetlighting create an accessible park environment for members of the surrounding community.

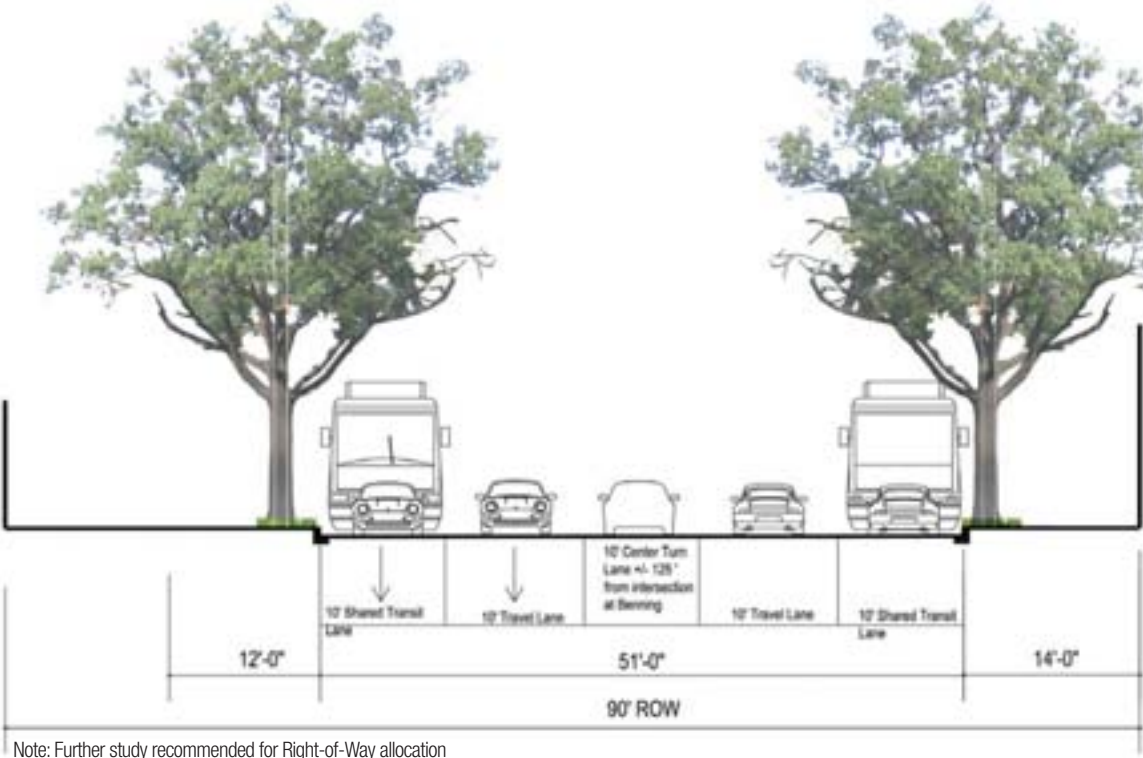




WARD 7 DOWNTOWN SEGMENT

Extent:
East Capitol Road to Benning Road

This enhanced segment offers neighborhood and community retail services and access to the Minnesota Avenue Metro just north of Benning Road. Utility poles will be buried, the furnishing zones will be paved with unit pavers, and will offer place furnishings such as benches and bike racks to augment the retail and transit facilities along it.



Before (see below):
Minnesota Avenue SE and Dix Street SE

After (facing page):
Improved sidewalk furnishings, crosswalks, new concrete sidewalks, and streetlighting enhance the character of this retail node, which is a part of Downtown Ward 7.





After

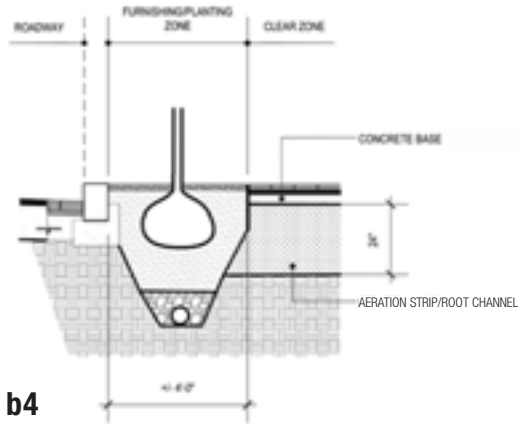
TYPICAL

STREETSCAPE TREATMENT

These guidelines are written with careful consideration of the ongoing efforts of the city and private developers in the area. The goal is to build upon them and to integrate efforts for maximum and successful results. The streetscape materials and furnishing recommendations should be used as the building blocks to create a unique public environment in conformance with existing District standards.

The streetscape typology emphasizes commercial segments at neighborhood, community, and regional levels which will be treated with the streetscape elements for **Enhanced Areas**. The street environment along park residential areas will be treated in accordance with the **Typical** streetscape elements.

These elements should be used in residential, minor retail, and park areas. Where Historic District designation applies, these standards will be superceded by the District's Historic District standards.



Private- width varies

Walkway Zone Minimum 4'0"

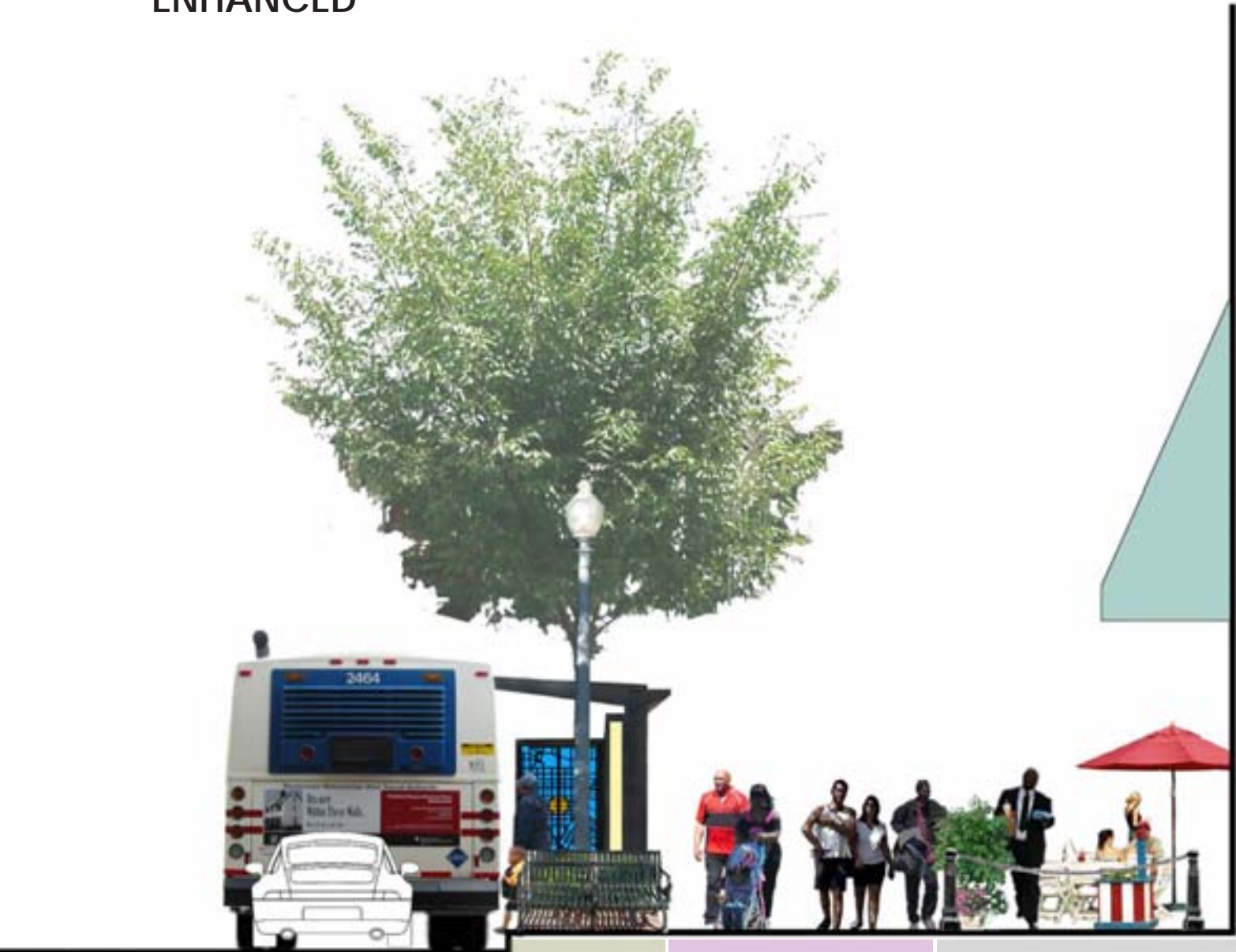
Furnishing/ Planting Zone Minimum 4'0"

Roadway - number of lanes varies



- Paving (a1)**
Standard DC buff colored concrete
- Furnishings (a2)**
Access cover
- Paving (b1)**
Grass planting strip/pervious unit pavers
- Streetlight (b2)**
#16 light (mid-block)
Teardrop pendant (intersection)
- Furnishings (b3)**
Trash bin
- Landscaping (b4)**
Red maple
Contiguous tree root zone
- Paving (c1)**
Designated parking lane - unit pavers
Crosswalk - Thermo plastic "piano striping"
- Curb & Gutter (c2)**
Granite curb
Brick gutter
Median treatment
Curb cuts & driveways - Concrete ramps, contiguous sidewalk finish
ADA ramps - concrete ramps with truncated dome unit pavers

ENHANCED



Roadway - number of lanes varies

Furnishing/
Planting Zone
Minimum 4'0"

Walkway Zone
Minimum 4'0"

Spill Zone
(optional)

Paving (c1)

Designated parking lane - unit pavers
Crosswalk - stamped concrete

Pedestrian & Traffic Safety (c2)

Sidewalk extension (when feasible)
Bus shelter

Curb & Gutter (c3)

Granite curb
Brick gutter
Curb cuts & driveways - concrete ramps,
contiguous sidewalk finish
ADA ramps - granite ramps with truncated
dome unit pavers

Paving (b1)

Unit paver to match
sidewalk color

Streetlight (b2)

#16 light (mid block)
Teardrop pendant (intersection)

Furnishings (b3)

Seating
Custom designed bike racks
Free standing sculpture
Centralized parking meters
Bus shelters

Landscaping (b4)

London planetree/ Village green
zelcova/ Goldenrain tree
Planter edging
Maintain contiguous tree root zone

Signage (b5)

Custom design street sign attachments
Expressive/artistic signs

Paving (a1)

Standard DC buff
colored concrete
Brick in historic districts

Furnishings (a2)

Access cover insets

Paving (d1)

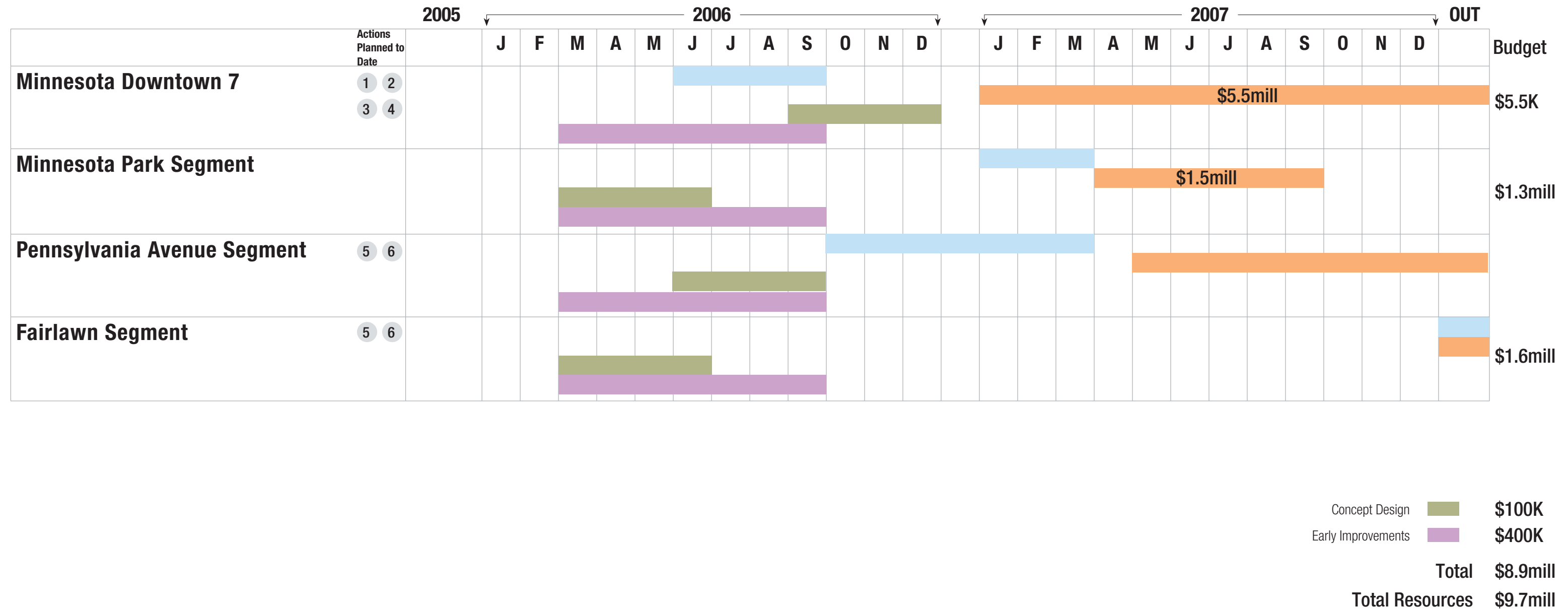
Standard DC buff
colored boncrete
Brick in historic districts

Furnishings (d2)

Seating & planter boxes
provided by businesses



ACTION PLAN



Actions Planned to Date

- 1

Action: Upper Minnesota Avenue Streetscape Improvement Concept Design

Location: Nannie Helen Burroughs Avenue to Ridge Road

Description: Development of concensus and a community-focused design to support economic revitalization of Downtown Ward 7 in the vicinity of Minnesota and Benning Roads.

Related Projects: Walkable Ward 7 Plan (MHCD0), Deanwood Revitalization Plan
- 2

Action: Upper Minnesota Avenue Streetscape Improvement Engineering Design

Location: Nannie Helen Burroughs Avenue to Ridge Road

Description: Complete and detailed engineering design for implementation of proposed improvements.
- 3

Action: Upper Minnesota Avenue Streetscape Improvement Construction

Location: Nannie Helen Burroughs Avenue to Ridge Road

Description: Construction of recommended improvements coordinated with local merchants and property owners to mitigate negative effects of construction.

Great Streets Funding: \$5.5 million
- 4

Action: Minnesota-Benning Intersection Design

Location: Minnesota Avenue at Benning Road NE

Description: Improve intersection function and safety through physical design and traffic operations modifications.

Related Projects: Benning Road Reconstruction Project
- 5

Action: Lower Minnesota Avenue Transportation and Streetscape Study and Concept Design

Location: Ridge Road to Good Hope Road

Description: Improve pedestrian connections, comfort and safety, and facilitate transit efficiency to support economic development and community improvement.

Great Streets Funding: \$400,000
- 6

Action: Lower Minnesota Avenue Transportation and Streetscape Improvement Implementation

Location: Ridge Road to Good Hope Road

Description: Implement recommendation for improvements on lower Minnesota Avenue SE.

Great Streets Funding: \$4 million

ACKNOWLEDGEMENTS

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